

CHAPTER 9

AFLOAT PRE-POSITIONING FORCE (APF) or FLOATING DFSPs

A. GENERAL

1. Afloat Pre-Positioning Force (**APF**) is the term assigned to vessels serving as storage locations in support of war reserve requirements (dry or liquid cargo); for bulk petroleum war reserve stock (**BPWRS**), the APF vessels become floating DFSPs. **BPWRS** herein is liquid cargo held in support of military WRM requirements it is not in the APF bunker. The Military Sealift Command (**MSC**) provides vessels and operating support under two APF categories:

a. Maritime Pre-Positioning Ships (**MPS**).

b. Pre-Positioning Ships (**PREPO** or **PREPO Tankers**).

2. Requirements

a. Unified Commands shall initiate requirements for floating storage (as needed) in coordination with the Joint Staff/J4. With Joint Staff approval, **CINC-JPOs** shall request DFSC to provide floating storage support.

b. DFSC shall notify MSC of floating storage requirements and supply APF vessels with fuel from contract sources, DFSPs, or resupply tankers; such fuel is then called **BPWRS**. NOTE: Loading APF vessels with cargo fuel from dormant stocks is prohibited.

c. **BPWRS** carried on APF vessels will be issued to military units as directed by the Unified Commands. Release of APF vessels not unit-assigned (i.e., prepositioned ships) must be coordinated through the Joint Staff and CINC having command authority.

3. Designating APF Vessels

a. **MSC** shall designate **PREPO** tankers in coordination with DFSC-O, and **MPS** vessels in coordination with the Marine Corps.

b. **MSC** shall provide DFSC with the mmes of APF vessels and the DoDAACS or Unit Identification Code (**UIC**) if a DoDAAC is not yet assigned. These codes are used to record, control, and supply the prepositioned fuel, and to monitor supply transactions in **DFAMS**.

4. Funding Responsibility

a. **MPS**. **MSC** funds the operating cost of **MPS** vessels on a reimbursable basis, Service components (such as **CINCPACFLT**) of the Unified Commands reimburse **MSC**. **DFSC** funds the **BPWRS** and retains ownership until issued to end user.

b. **PREPO Tankers**. **DFSC** will fund/reimburse **MSC** for the operating cost of **PREPO** tankers. Cost will be based on a reduced per diem rate consistent with the relative operating activity of the **PREPO** tanker. **DFSC** shall fund the **BPWRS** and retain ownership until issued to end user.

5. **Data Reporting System**. **MSC** shall develop plans to report inventory cargo data and associated documents to interested DoD components; such plans and alternatives will be concluded in coordination with **DFSC-O**.

B. ACCOUNTABILITY

1. The management practices/procedures used in accounting for **BPWRS** (liquid cargo) carried on APF vessels will be consistent with the practices/procedures, etc. of **DFSPs** on land. The inventory shall be included in the DLA Revolving Fund of DBOF. The **BPWRS** shall remain owned by **DLA/DFSC** until it is issued for use.

2. The Master or designee of the vessel is responsible and accountable for the **BPWRS** (liquid cargo). Separate inventory records will be maintained (on the APF vessel) for the liquid cargo and for the bunker fuel.

3. **MSC** shall report the DoDAAC or **UIC** of APF vessels. These codes are the “key identifiers” in recording inventory and supply transactions (issues, receipts, inventory adjustments, etc.) in **DFAMS**.

4. **DFSC-O** shall assign cargo numbers to **BPWRS** carried on **PREPO** tankers. NOTE: Cargo numbers are not assigned to **BPWRS** on **MPS**.

5. **DFSC-O** shall maintain product accountability and reconcile data in **DFAMS**. An audit trail will be maintained by product for the loading and discharge

quantities reported **in** DFAMS, including gains and losses. Monthly physical inventory reports will be used to reconcile supply records.

6. DFSC-O shall **function** as the Designated Intermediate Control Point (DICP) for supply actions associated with floating DFSPs.

C. DOCUMENTATION. Reports and documents discussed in this section **will** be reported to DFSC-OI/OS with info copies to: COMSC, Washington, DC; theater CINC-JPO and DFR; and other components such as MSC area commanders, MPS squadron commanders, etc., as instructed by MSC.

1. The Local On Shore Quality Representative (QR) shall:

a. Endorse and provide DD 250-1 documents and associated **ullage** reports on load and discharge transfers.

b. Provide the **cause** and explanation of intransit gains and losses **which** exceed the .5 percent (.005) tolerance factor during the “vessel to barge to shore” transfer to the Responsible **Officer** of the final receiving terminal who will prepare and report a TDR as prescribed in **volume II**, chapter 9 of this manual.

c. The load and discharge DFSP QR will be responsible for obtaining **ullages** from vessel and barge transfers. The load or discharge DFSP will request documentation from MSC, when **necessary**.

2. The Master of APF Vessels, or designee, shall:

a. Maintain quality, inventory, and supply transaction records of the BPWRS (liquid cargo) such as:

(1) Loading documents in support of quantity/quality of **fuel** (DD 250-1, 1149, 1155; **ullage** reports; quality test reports).

(2) MSC Reports 4020-2/-3/-4, DD Form 1149 covering issues (sales and transfers at sea), and DD Form 250-1 and associated **ullage** reports used as the discharge documents.

(3) Forms and memoranda which **docu-**ment operating, intransit, and determinable **gains/**losses, including transaction gauge records.

b. Endorse DD 250-1 forms and associated **ullage** reports.

c. Provide MSC Reports 4020-3 and 4020-4 (per OPNAVINST 4020.22A) and associated **ullage** reports for cargo **fuel** transfers between APF vessels, APF vessel to Navy fleet oiler/ship, and APF vessel to onboard use. Such reports will include the billing data (document number, supplemental activity address code, signal, and fund codes) for each **sale** (issue).

d. Provide copies of **ullage** reports on load/discharge transfers to the Quality Representative (**QAR, QSR, or Fuel Inspector/Officer**) on shore, prior to departure. Copies of barge **ullage** reports will be obtained from barge contractors as stipulated in MSC contracts.

e. Conduct a physical inventory: (1) weekly for vessel records, (2) monthly on the first calendar day of each month at 0800 local time, and (3) during (before and after) loads and discharges.

f. Report the cause and detailed explanation of product gains and losses by vessel, include: date of gain/loss, product code (such as JP8, F76, etc.), quantity in barrels to two decimal places, (and cargo number for PREPO tankers) when:

(1) Determinable losses (spillage, etc.) occur.

(2) Intransit **gains/losses** exceed the .5 percent (.005) tolerance factor during the “shore to barge to APF vessel” transfers.

(3) Operating **gains/losses** exceed the 0.5 percent (.005) tolerance factor. (Operating **gains/**losses within the .005 tolerance factor are computer reconciled by DFAMS monthly, thus no additional data required.)

g. Report cargo/inventory **data**:

(1) **Monthly** by noon on the **first** calendar day of each month; sum up cargo data for previous month.

(2) **Weekly** when loads, discharges, and sales occur, on the first Friday after each occurrence, report every transaction as a single entry.

**D. FLOATING DFSP MESSAGE REPORT
(MODIFIED DLA 1884 Report)**

1. A **modified** DLA 1884 message report will be used to report cargo data: inventory, loads, discharges, sales and associated billing data, etc. This report is exempt from “minimize” restrictions.

2. MPS squadron or MSC area commanders will consolidate the data for APF vessels under their control. Reports **will** be structured by APF vessel. Monthly Floating DFSP Message Reports (single or combined) should arrive at DFSC no later than the third day of the month.

3. Cargo inventory data will be reported to **DFSC-OI/OS** with info to **COMSC**, theater **CINC-JPO**, and DFR (and other units such as MSC area commander, **COMPSRON**, etc. as instructed by MSC) in the following **modified DLA 1884 message format**:

Heading

Subject: Floating DFSP Report.

APF Vessel: Name and DoDAAC (or UIC) on a single line.

Central Contact Point: Name and phone number (**DSN/COM**) of the person who can assist in providing additional data,

Section I (cargo data in thousands of barrels):

Col A: product code (JP8, F76, etc.).

Col B: total **receipts/gains**.

Col c: total issues (include sales, transfers, and losses).

Col D: total sales only.

Col E: physical inventory,

Col F: usable storage capacity.

Section II (discharge cargo data in thousands of barrels):

A. Cargo Discharged: DoDAAC of receiving DFSP, product code, quantity, (and cargo number for PREPO tankers).

B. Cargo Awaiting Discharge: DoDAAC of DFSP, product **code**, quantity, (and cargo number for PREPO tankers).

Section III (cargo data in barrels to **two** decimal places):

A. Physical Inventory: **date/local** time, product code, and quantity.

B. Cargo Loaded: date, DoDAAC of loading DFSP, product code, quantity, document number (and cargo number for PREPO tankers).

C. Cargo Discharged: date, DoDAAC of receiving DFSP, product code, quantity, document number (and cargo number for PREPO tankers).

D. Sales (issues): date, product code, quantity, and billing data (document number, supplemental activity address code, signal code, and fired code) for each issue. Single issues less than 4,200 gallons (tug boats, etc.) may be accumulated and reported as a sum total in the monthly MSC 4020-4 Discharge Report.

E. Gains/Losses: date, product code, and quantity.

F. Port Facilities: report changes (temporary **or** permanent) that **will** improve or delay load and discharge capability.

E. APF QUALITY AND QUANTITY CERTIFICATION PROCEDURES

1. **The Quality Representative** (QAR, QSR, or Fuel Inspector/ **Officer**) who is locally stationed on shore will be present to **certify** the quality and quantity of cargo fuel at the following transfers, unless otherwise instructed below:

a. **Shore to vessel**. Quantity loaded will be the **net** shore quantity at 60° F or 15° C and recorded on DD Form 250-1. Quantity received will be the **net vessel quantity** at 60° F or 15° C (adjusted to trim corrections) and recorded on **ullage** reports.

b. **Vessel to shore**. Quantity discharged will be the **net vessel** quantity at 60° F or 15° C (adjusted to trim corrections) and recorded on **ullage** reports. Quantity received will be the net shore quantity at 60° F or 15° C and recorded on DD Form 250-1.

c. **Shore to barge to vessel**. Shore to barge

quantity will be the **net** shore quantity at 60° F or 15° C and recorded on the **DD** Form 250-1. Barge to vessel quantity will be the **net vessel** quantity at 60° F or 15° C (adjusted to **trim** corrections) and recorded on both the barge and vessel **ullage** reports. NOTE: The quality representative on shore will be present at both transfers (**shore** to barge and barge to vessel). In some instances the shore QR is only present for shore to barge transfers and the MSC QR is responsible for barge to vessel transfers.

d. Vessel to barge to shore (lightering). Vessel to barge quantity will be the net vessel quantity at 60° F or 15° C (adjusted to trim corrections) and recorded on both the vessel and barge **ullage** reports. Barge to shore quantity will be the net shore quantity at 60° F or 15° C and recorded on DD Form 250-1. NOTE: The quality representative on shore will be present at the barge to shore discharge only.

2. The Master or designee of the vessel will be present to **certify** the quality/quantity of cargo **fuel** at the following transfers:

a. Vessel to vessel. Quantity issued and received will be the **net vessel** quantity at 60° F or 15° C (adjusted to trim corrections) and recorded on MSC 4020 series reports and associated **ullage** reports. Net vessel quantity will be mutually agreed to by both vessel representatives. In case of unresolved issues or **disagreement**, quantity will be based on **ullage** readings of the discharging vessel.

b. Vessel to Nav fleet oiler/shim Follow instructions in volume II, chapter 5, section G. of this **manual**.

c. Vessel to retail unit on ship (vehicle, bunker, etc). Quantity **will** be the **net vessel quantity** at 60° F or 15° C (adjusted to trim corrections) and recorded on MSC 4020 series reports.

F. QUALITY SURVEILLANCE (QS)

1. Responsibility. See volume II, chapter 7, section C of this manual which concisely states the agency who has custody of the fuel or contracts for the **fuel** storage facility has QS responsibility (either by direct custody at GOGO storage facilities or by indirect custody at GOCO/COCO storage facilities). QS responsibility may be delegated **between** agencies in MOUS or ISAs; in these cases, contracts are prepared or amended consistent with terms in the MOU or ISA.

2. Stock Rotation Program. See chapter 7, section F. of this manual for the stock rotation program and “ functional responsibilities.

3. Weekly Functions. Conduct weekly **inventory ullages**, temperature, and water cuts on all cargo compartments.

4. Product Sampling and Testing. MPS vessels use a standard operating procedure which includes a quality control plan. Minimum sampling and testing requirements for all **APF** vessels are as follows:

a. Sample each cargo compartment upon arrival at the APF vessel station and then at least every 90 days,

b. All level samples for each compartment and a composite sample for each product aboard the ship are required. Cargo compartment samples will be one quart in volume. Samples will be tagged with the sample number, source, and test to be **performed**, and mailed to the nearest testing facility.

c. Lab tests will be conducted IAW **MIL-HDBK-200**; if unable to complete all tests, mail adequate samples to another lab:

(1) Cargo Compartment Samples - Perform Type C test. In cases where water cut is positive on turbine fuel compartments, test for **FSII** content. If Type C tests indicate possible product **contamination**, do Type B-3 tests to determine extent of contamination.

(2) Composite Samples - Perform Type B-2 tests.

(3) Sample Failure - If product sample fails a specification **limit**, take another sample for **testing**.

(4) Reporting - Report results by cargo and compartment number to the APF vessel, respective **CINC-JPO** and Defense Fuel Region, and **DFSC-QE**. Promptly **notify** the preceding organizations by priority message when second test results **confirm** that product is “off-grade” (off-specification).